



THIS DAY.

SALE OF Collateral Security

In accordance with the terms of a certain promissory note signed by J. W. WINTER, since deceased, dated February 12th, 1894, for \$2,000, payable three years after date with interest as therein stated, which note is due and unpaid, I will sell at public auction, by order of P. A. Parmelee, present holder of said note, the collateral security for said note, to wit: Certificate No. 42 for thirty shares of the Hollister Drug Co., Ltd., at my auction rooms, corner Merchant and Alakea streets.

TUESDAY, JULY 9, 1901.

AT 12 O'CLOCK NOON.

For further particulars apply to KINNEY, BALLOU & MCCLANAHAN, attorneys, office Judd building.

WILL E. FISHER,
AUCTIONEER.

THIS DAY.

On Tuesday, July 9,
1901,

I will offer for sale, commencing at 12 o'clock, at my salesroom, corner of Merchant and Alakea streets, by order of United States Shipping Commissioner W. P. BOYD, Esq., 1 chest and 1 bag, containing clothing, being the property of W. FREDERICK, deceased, seaman; also, 1 chest of tools, being the property of N. THOMPSON, deceased, seaman; also, 1 sextant, 1 canvas clothes bag, 1 feather mattress, 1 cotton quilt, 4 pillow cases, 1 sheet, 1 pair gum boots, 1 overcoat, 3 pairs of pants, 1 sweater, 2 oilskin coats, 1 southwester, 1 clock, 1 rifle, 10 over-shirts, 1 compass, 7 undershirts, 2 towels, 3 pairs of drawers, 8 pairs of socks, 1 barometer, 1 vest, 1 hat, 1 cap, 1 comb and brush, 1 mosquito net, 2 plugs tobacco, 1 looking-glass, 3 white shirts, 5 collars, 1 pair cuffs, 1 Practical Navigator, 1 logbook, 1 box stationery, 1 cribboard, 1 blacking, 1 bdl. charts, 1 gold watch, being the property of A. HUBER, now deceased; also, 1 package photos, 8 undershirts, 13 pants, 5 vests, 1 pair gum boots, 1 fur cap, 3 towels, 4 pair eyeglasses, 1 mosquito bar, 1 overcoat, 1 sheet, 2 spoke shaves, 1 38-calibre revolver, 1 pair slippers, 1 bundle letters, 7 pairs drawers, 4 coats, 6 pairs shoes, 2 hats, 1 package tobacco, 2 pairs gloves, 16 shirts, 2 pairs shams, 1 pair brass knuckles, 1 whisk-broom, 1 pair rubber boots, being the property of A. H. KEEB, deceased.

WILL E. FISHER,
AUCTIONEER.

"Arabic"

WHEN ON, LOOKS LIKE SNOW.



And has the same cooling effect, but is everlasting.

COOLS FIFTEEN DEGREES.

California Feed Co.

AGENTS

Steam Plow Ropes

HAWAIIAN COMMERCIAL AND SUGAR COMPANY.

Shovel, Maul, March 27, 1901.
WILDER'S STEAMSHIP COMPANY.
Agents John A. Roebing's Sons Co.

Gentlemen: Four of March 25th re catalogue of ship chandlery goods has been received.

We have used a number of the John A. Roebing's steam plow ropes, and have found them far superior to the English cables, and at the same time a great deal cheaper. In fact, we sent for some of these cables, and we put a new Roebing and a new Fuller cable on the same set of steam plows, one on each engine, of course, and that was considerably over a year ago. The American cable is much better than the English cable in every way, and today is not nearly as badly worn. We are perfectly satisfied that the American cables are the best.

We shall certainly bear in mind your stock of goods whenever we need anything in your line.

Very truly,
(Signed) W. J. LOWRIE,
Manager.

Hawaiian Soda Works.

EMMA AND VINEYARD STS.
TELEPHONE BLUE 151.
PROMPT DELIVERY.

NEWS OF THE WATERFRONT

Four Men Who Deserted the Bryant While She Was on Fire Are Lodged in Jail.

THE members of the crew of the American bark C. D. Bryant, who deserted that vessel and refused duty while the ship was burning at the Irmgard wharf on Sunday morning, are lodged behind prison walls.

Their names are Hansen, Reid, Fost and Schroeder. The charge against them is that of refusing duty. They were handed over to the police yesterday by Deputy United States Marshal E. R. Hendry, who acted on the complaint of Captain Colly, master of the Bryant.

The case is one that is exciting lively interest. There is not a skipper in port who does not feel that the case is his own.

Refusing duty will not be the only charge to which the four deserters will have to answer. Already, much has been ascertained in regard to the origin of the fire aboard the Bryant.

The fire was the all absorbing topic of conversation on the waterfront yesterday, and many people gathered on the Irmgard wharf to take a look at the damaged vessel. So anxious were the curious to get aboard and see the charred hold, that Captain Colly caused a large sign to be placed at the head of the gangway. The sign read: "No admittance; beware of the dog," and it had a good effect.

Inasmuch as men were engaged all day in taking out the cargo and piling it on the wharf, the visitors were in the way, and some such measure was necessary.

The hay taken from the hold of the Bryant was spread out on the wharf, one bale thick, that it might have an opportunity of drying as much as possible. While it is practically ruined as far as market prices are concerned, it will be of some use, and something can be realized on it.

A large quantity of flour, in bags, of which considerable was landed yesterday, also contains much that will bring a small proportion of its original value. For the thickness of two inches, perhaps, the flour is spoiled; otherwise it can be used, and will fetch something.

A large number of cases of tobacco, brought out of the vessel's hold and placed on the wharf, some of them badly burned, all of them thoroughly soaked with salt water, present a peculiar sight. Standing on end on the wharf, the water gradually draining from the tobacco and forming a pool of tobacco juice mixed with salt water around each case, the casual observer is uncertain whether he is looking at molasses packed in boxes, opium affected by the heat, or liquor of some kind, running from broken bottles.

The Bryant stood up high out of the water yesterday morning at her wharf, after the water had been pumped out of her hold. It is hard to say at this time just what the amount of her damage is. While she is badly burned in many places, it is not thought that the fire will necessitate any very extensive repairs.

The question of what ought to be done to the sailors who deserted the vessel while she was in distress is what is most agitating the minds of the captains of the vessels at present in port. It is a serious question with them, for they cannot help but feel that the case is one which is likely to be repeated at any time.

It is not difficult to say what action would have been taken by almost any skipper in port in the event of his crew refusing to lend a hand when the vessel was in distress at sea. The conversation on the waterfront yesterday between indignant captains was exceedingly clear on that point. But when, with a vessel in port, lying alongside of a wharf, a fire which may prove the total destruction of the ship, breaks out, and the crew walks ashore with their clothes under their arms, as did four of the crew of the Bryant, refusing to lend a hand, what is to be done?

F. a Fire Tug.

It is generally known that a petition has gone to the Legislature praying that the Fearless be commissioned as a fire tug for this port. The compensation to be, say, \$10,000 for the two years. Nothing seems to have come of the petition.

The Fearless people are having little to say. They are saving words. As was stated in yesterday's Advertiser, the work of the tug in helping to extinguish the fire aboard the Bryant Sunday is a matter of salvage, \$10,000 or \$15,000. The work of pumping the vessel out after she had been flooded is another matter, and has nothing to do with salvage.

Queen and Rio.

The wreck of the Rio was caused by the death of Queen Victoria. This statement seems most absurd upon first thought, but the chain of circumstances that connect the demise of the Queen of England on January 23d, and the awful catastrophe that occurred one month later, lacking a day, are most intimate, as traced by Storekeeper Englehardt of the China, who was holding a similar position on the Rio when she went down, and who was among the few who were rescued. Talking with an acquaintance in Honolulu Sunday, Mr. Englehardt made the following statement, which, to his mind, connects the two apparently unrelated events most intimately.

"The day we left Hongkong news came from England that the Queen had died. Her death was not unlooked for, and as a consequence, all business in that city, which is largely under the control of the English, was at a standstill. Everything had been rushed down to the wharf, and was to be shipped, considerably in advance of the time of sailing, so in case she should pass away, nothing would be prevented from being put on board, for we all knew, as well as the Britishers, that the moment the end came, every store and office under the protection of the British flag would be closed, and remain so until after the royal funeral. Well, sure enough, the Queen did die, on the morning of the 23d. The expected happened. Every shop and office floating the cross of St. George was shut, and nothing in the way of business was done that day.

It was as quiet among the English quarters as though it were Sunday.

"This had a corresponding effect upon us. The result was that we were ready to sail for the States some three hours sooner than usual. We made the run without incident, and lost nothing all the way over. As a consequence, we were three hours ahead of time at all points along our voyage to the eastward. Now, here is where my theory becomes a self-evident fact. We reached Honolulu at 7 o'clock in the evening. Had we been three hours later, we would have reached here after the hour of 9, and as a result would not have been allowed to enter the harbor until next morning, thus being thrown behind something like twenty-four hours. As it was, we came in on the evening of our arrival, and lost nothing. We left Honolulu, still three hours ahead of time.

"Had we begun our voyage three hours later, and have been delayed twenty-four hours in Honolulu, the result would have been that we would have reached Golden Gate some twenty-seven hours after the time the wreck occurred. This would have been about 8:30 on the morning of the 23d of February. The morning of the 23d was bright and clear, and at that time in the morning, under such circumstances, Pilot Jordan could have entered the harbor without the least difficulty.

"Thus you see the wreck of the Rio de Janeiro was caused by the death of Queen Victoria."

Vessels in and Out.

Four vessels arrived yesterday and one departed. The American schooner A. B. Johnson, Captain Segelhorst, sixty-three days from Newcastle for Elelee, arrived early in the morning and anchored outside, near the Oliver J. Olsen, also for Elelee and from Newcastle, arriving on Sunday. The Olsen, the Johnson and the Americana, the latter arriving and departing last week, all sailed from Newcastle with coal for Elelee on the same day.

The American schooner Emma Claudina arrived from Eureka after an uneventful passage of seventeen days.

The new American schooner W. H. Marston, Captain Curtis, made port from San Francisco.

About 11 o'clock in the morning the tug Fearless towed the bark Mohican to sea. Captain Kelly expects to make a quick trip to the Coast. His friends allow him twenty-five days. After dropping the Mohican outside the Fearless scooted out to bring in the American bark Haydn Brown, Captain Paulsen, twenty-three days from Departure Bay.

The Schooner Marston.

The new schooner Marston is a five-masted vessel of 1,110 tons. This is her maiden trip. She cleared for this port at San Francisco on June 25, sailing on the following day, and making the passage in a little less than twelve days. This is a splendid record for a vessel on her first trip, and Captain Curtis is just proud of her.

The Marston was lately launched at Harbor View. She brought a large general cargo for this port. At present she lies in the stream at the foot of Sorenson's wharf.

She is a splendidly built ship, and her lines are graceful and show signs of excellent sailing qualities. Some of the old salts think that she would be about as well off without the forward mast. They say it is a little too far forward, and that the vessel would do as well with four sticks. There are those, too, who believe that she would do better barkentine-rigged. But there is always more or less criticism of a new vessel on her arrival in

DON'T NEGLECT.

A Common Case of Piles—It may Lead to Serious Results.

(From the Sydney Herald.)

When people generally understand that all such fatal diseases as fistula, ulcer of the rectum, fissure, etc., almost invariably begin in a simple case of piles, they will learn the wisdom of taking prompt treatment for the first appearance of trouble in this quarter. Doan's Ointment will certainly cure every form of piles—itching, bleeding, protruding, or blind piles—and hundreds of lives have been saved by using this cheap, effective remedy right at the start, because at such a time a single pot will effect a cure, while in the old chronic, deep-seated cases, several pots are sometimes necessary before a lasting cure is effected. Here is a case:

Mr. William Gilliver, of the well-known firm of Gilliver & Curtis, railway and general contractors, and whose private address is "Avoca," Bankstown, has written the following unsolicited letter, which we herewith publish in full:

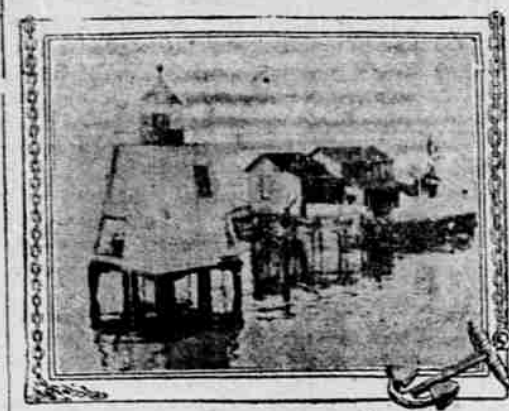
Messrs. Foster-McClellan Co., 76 Pitt St., Sydney, N. S. W., February 14, 1899.

Dear Sirs:—In justice to you and suffering humanity I write to say that I suffered from itching piles for 22 years. I tried many doctors and pretty well all kinds of patent medicines but got relief for a short time only. Seeing your Ointment advertised I bought a pot and did not use more than one-half of it, not six months ago, and I am perfectly cured. You may use this as you wish.

Yours gratefully,
WILLIAM GILLIVER.

It cannot be repeated too often that Doan's Ointment will cure itching piles. IT WILL CURE THEM ABSOLUTELY. But do not take the manufacturer's word for this; ask or write Mr. Gilliver; he knows, for it cured him, and he lives in Bankstown, a suburb 13 miles from Sydney. Is not that the best possible kind of proof? Could there be better?

Doan's Ointment is sold by all dealers at 50 cents per box or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, agents for the Hawaiian Islands.



port. She will prove in time what she can do; meanwhile, twelve days from the Coast on her maiden voyage is something to boast of.

Shipping Notes.

The steamer Hanalei, Captain Pederson, sailed at 4 o'clock yesterday afternoon for Kilauea and Makawell with considerable general freight.

Yesterday afternoon Wilder's steamer Kinau, with Captain Clarke in command, sailed for Hawaii ports with nearly three hundred Porto Ricans for various destinations.

There is a chance of the American ship J. B. Thomas going to San Francisco to discharge her coal. The cargo is for the Pacific Mail Steamship Company.

The brig Consuela, Captain Page, sailed for San Francisco from Mahukona on the 1st instant. She took 450 tons of sugar valued at \$34,856.89.

The barkentine W. H. Dimond and Planter expect to sail today for San Francisco with cargoes of sugar.

The Pacific Mail steamship Colon, Captain Mackinnon, sails for San Francisco tomorrow.

The Pacific Mail steamship Peru, which was looked for from the Orient yesterday afternoon, will probably arrive the first thing this morning. She will sail, according to schedule, this evening for San Francisco, taking a mail.

Wilder's steamer Kinau will sail for Hilo and way ports on Thursday, the 11th instant, at noon, instead of today. The steamer Hawaii takes the Kinau's freight to Hilo and the Helene will take her freight to Mahukona.

The barkentine Ruth arrived at Kahu-lui from this port on June 29. On the same day the bark Antiope, Captain Murray, twenty-four days from Laus-smith, with coal, also arrived. Captain Murray came to Honolulu on the steamer Claudine on Sunday night.

The schooner Allen A., Captain Iverson, arrived at Kahu-lui on July 1, from this port, to load sugar. She has probably sailed for San Francisco by this time with 8,000 bags of sugar.

The transport Grant is scheduled to sail from San Francisco for Manila on the first day of next month. The dates of sailing of the Thomas and Logan from the Coast have not yet been fixed.

REAL ESTATE TRANSACTIONS.

June 28. No. 9964—H. A. Widemann et al. to Territory of Hawaii, by S. P. W.; portion kul. 4452, ext. Pauahi street, Honolulu, Oahu. Consideration \$1.

No. 9965—Excelsior Lodge No. 1, I. O. O. F., by trs., to Territory of Hawaii by S. P. W.; piece land, Fort street and Chaplain lane, Honolulu, Oahu. Consideration \$1.

June 29. No. 9975—Ben Wilkins and wife to J. M. Marreira; one acre land, Hamakua, Maui. Consideration \$100.

No. 9976—F. Mitchell to Joe Miguel; one-half acre land, Pauwela, Maui. Consideration \$55.

July 1. No. 9981—C. K. Haas and wife to Z. Paakiki; R. P. 930 and R. P. 932 and kul. 4116, kul. 7872, Kukuhaele, Hamakua, Hawaii; R. P. 2383, Alakahi, Hilo, Hawaii. Consideration \$50.

No. 9982—Mose Kealoha and wife to Z. Paakiki; interest in kul. 4116, Kukuhaele, Hamakua, Hawaii. Consideration \$1.

No. 9983—M. Kealoha and wife to Z. Paakiki; R. P.'s 930 and 932, kul. 7872, Kukuhaele, Hamakua, Hawaii; R. P. 2383, Alakahi, Hilo, Hawaii. Consideration \$50.

No. 9986—Jas. Olson et al. to Chas. C. Olson and wife; Patent 3616, Honokaa, Hamakua, Hawaii. Consideration \$300.

No. 9987—Makanoe to Lolena; interest in R. P. 2369, Waialua, Hilo, Hawaii. Consideration \$10.

No. 9990—Kimona to E. Lovell; R. P. 4054, kul. 5469, Koloa, Kauai; kul. 10478, Consideration \$100.

No. 9991—D. de Abreu and wife to G. Mathilda; portion lot 5 of kuls. 1074 and 59F.L., Aleoia, Honolulu, Oahu. Consideration \$240.

No. 9994—S. Iwinia to Jos. K. Kaohi; interest in kul. 10865, North Kohala, Hawaii. Consideration \$50.

No. 9995—Wm. R. Castle, tr., to B. Camara, Sr.; portion R. P. 5706, kul. 8521B, Kukuau 24, Hilo, Hawaii. Consideration \$200.

No. 9999—Wm. R. Castle, tr., to M. A. de Costa; lot 6 of R. P. 5706, kul. 8521B, Kukuau 24, Hilo, Hawaii. Consideration \$300.

No. 10002—Miss P. Leinaheo to C. N. Keahuna; interest in lands Gr. 243, Kawaihewa, Waialua, Oahu; Gr. 855, Kamananui, Waialua, Oahu. Consideration \$100.

No. 10003—Kaanemoku and wife to Kaku-lu; R. P.'s 279, 343, 855, Waialua, Oahu; R. P.'s 149, kul. 2903, one piece land, Waialua, Oahu. Consideration \$1.

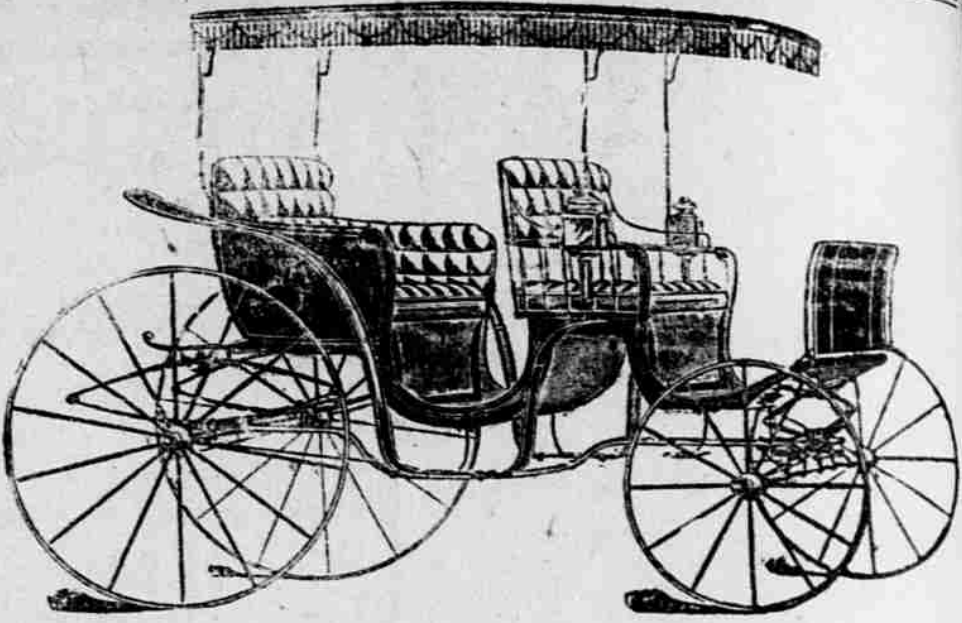
No. 10004—Kaku-lu to Kaanemoku, tr.; R. P.'s 279, 343, 855, Waialua, Oahu; R. P.'s 1491, kul. 2903, one piece land, Waialua, Oahu. Consideration \$1.

No. 6—E. Kall and husband to J. A. Magoon; ap. 2, R. P. 4630, kul. 7472, Honokohau, Maui. Consideration \$50.

No. 7—Kapahi and husband to J. A. Magoon; one-third interest in R. P. 1917, kul. 1347, corner Smith and Hotel streets, Honolulu, Oahu. Consideration \$1200.

List of deeds filed for record July 8, 1901:
1st Party. 2d Party. Class.
P. Mahi et al.—Mrs. A. Kaonohi D
Lithana L.—Mrs. E. Conradt D
Gear, Lansing & Co.—C. R. Blake D
T. Crastos—M. I. da Cambr D
Kamakapahanui—J. A. Akina D
E. Orsted—Mrs. I. Wright D
W. L. Stanley and wife—E. A. D
Mott-Smith D
K. K. Scott and husband—Jno. D
Kilgore D
W. K. Aikulan—S. M. Damon D
C. P. Grimwood, comr.—R. N. D
Turner D

Spruance, Stanley & Co's celebrated brands of "Kentucky Favorite" and "O. F. C." whiskies stand the highest.



We desire to inform our patrons that for six months we have been ordering every description of Up-To-Date Carriages. To make room for these we have sold at a low price all old styles.

We have now to announce that our stock is ready for display and we invite anyone desiring a carriage to call.

We have several styles never shown before in Honolulu. Our Vehicles and prices are the best.

We are always glad to show our stock and it will bear the closest inspection.

Pacific Vehicle & Supply

COMPANY, LIMITED.

E. L. CUTTING, MANAGER.

FORT AND BERETANIA HONOLULU.

Importers and Manufacturers of FINE HIGH GRADE HARNESS.



PLANTATION SUPPLIES

Collars, Hames, Chain Traces, Etc. Horse and Stable Furnishings of all Kinds Constantly on Hand.

SOLE AGENTS FOR

Wilbur's Stock Specialties.

SEED MEAL AND WHITE ROCK HOOF PACKING.

Manufacturing Harness Co.

CORNER FORT AND KING STREETS.

P. O. Box No. 322.

Telephone No. 12.

BIERBACH'S VIOLET AMMONIA

For the
TOILET AND BATH.

REFRESHING AND PLEASANT

ONLY AT

HONOLULU DRUG CO.,

A. H. OTIS

61 King Street

OTTO A. BIERBACH

I. X. I. Furniture Company.

A Large Stock of Assorted

NEW FURNITURE

Which will be sold at Lowest Cash Prices.

New Refrigerators and Ice Boxes, all Sizes.

P. O. Box 535 S. W. LEDERER Telephone 478.

Beretania Street, next to Fire Station.

Fontella Smoked by Everybody.

BEST 5c CIGAR

MADE, TRY ONE.

ON SALE AT Hawaiian Tobacco Co.'s Store.

AND ALL CIGAR STORES IN THE CITY.